

# Fuel Oil non-availibilty report


Name of Vessel:	<i>Edgar Oldendorff</i>	Flag: MAR		IMO Number: 9794484
(if other relevant registration # enter here) :				
Provide a description of the vessel's voyage plan in place at the time of entry into the North American ECA (Attach copy of plan if available) :				
<p>The vessel received max possible LSG intake in Busan, Korea, prior departing for her loadports Stewart (Canada), Hawk Inlet and Skagway. The vsl will have enough LSG, in order to reach Hawk Inlet, but will run out of LSG when departing from Hawk Inlet on abt 24/25mar. Afterwards the vsl still has to call Skagway to finalize the cargo intake.</p>				
Port of Origin:	Busan	Date:	28feb2017	
Port of Destination:	Stewart, BC	First US port of Arrival:	Hawk Inlet	
Date vessel first received notice that it would be transiting in the N. American ECA:				02mar2017
Vessel's location at the time of notice:		Nanjing, China (Ship Yard)		
Date/Time ship operator expects to enter N American ECA:			19mar2017	
Date/Time ship operator expects to exit N American ECA:			01/02apr2017	
Projected days ship's main propulsion engines will be in operation within N American ECA:				3.9 days
Sulfur content of fuel oil in use when entering and operating in the N American ECA:				HFO = 3.38%.
Provide a description of actions taken to attempt to achieve compliance prior to entering North American ECA, including a description of all attempts that were made to locate alternative sources of compliant fuel oil, and a description of the reason why compliant fuel oil was not available:				
<p>The vessel received max LSG intake in Korea and unfortunately there is no fuel available in Stewart, Hawk Inlet, nor Skagway, so there was no option to arrange for additional LSG supply.</p>				

Name of suppliers contacted:	Address:	Date of contact:
In case of fuel oil supplied disruption only		
Name of port at which vessel was scheduled to receive compliant fuel oil:		
Name of the fuel oil supplier was scheduled to deliver (and now reporting the non-availability):		

If Applicable
Describe any operation constraints that prevented using available compliant fuel oil (e.g. with respect to viscosity or other fuel oil parameters):
Specify steps you have taken, or are taking, to resolve these operational constraints that will allow you to use all commercially available residual fuel oil blends:

Describe availability of compliant fuel oil at the first port-of-call in the United States, and plans to obtain that fuel oil:							
Hawk Inlet is the first US port, the vessel will be calling, but this port does not have fuel supply available. Neither does Skagway. As a result, the vessel will have to burn HSF after she is running out of LSG, which will happen on abt 24/25mar2017.							
If compliant fuel oil is (was) not available at the first port-of-call in the United States, list the lowest sulfur content of available fuel oil(s) or the lowest sulfur content of available fuel oil at the next port-of-call in the United States:							
-							
List below U.S. ports visited in the last 12 months:			If vessel or owner/operator has submitted a Fuel Oil Non-Availability Report to the United States Government in the previous 12 months, list the number of Fuel Oil Non-Availability Reports previously submitted and provide details on the dates and ports visited while using non-compliant fuel oil:				
Name	Date	Did vessel use compliant fuel oil? (yes/no)					
a) -	-	-	Report	Date	Port	Type of Fuel	Comments
b)			1)				
c)			2)				
d)			3)				
e)			4)				
Ship Master Name:		Igor Yali		Ship Operator Name:		Oldendorff Carriers	
Legal Agent in the U.S.:		North Pacific Maritime		Ship Owner Name:		Halfmoon Maritime Corporation	
Name of designated Corporate Official:							
Address (Street, City, Country, Postal Code):							

I hereby certify under penalty of law that the statements and information made herein are, to the best of my knowledge and belief, true and complete. I am aware that there are significant penalties for knowingly submitting false statements and information, including possibility of fines and imprisonment pursuant to 18 U.S.C. 1001

Signature 	Print Name Christina Nares	Date 24.03.17
---	-------------------------------	------------------